

PRESIDENT AND WIFE IN ELEVATOR JAM

Chief Executive and First Lady
Are Crowded in Cars at the
Capitol.

Both the President and Mrs. Wilson were caught in elevator jams at the Capitol yesterday. They "stood back" in the rear of the car like other passengers and smilingly watched the scramble toward the House galleries, from which vantage point hundreds heard the President deliver his message on the strike crisis.

Nobody was seriously inconvenienced or crowded, but when the President arrived such a jam showed up about and in the elevator that the conductor and a Capitol policeman did a quick "move on" specialty in order to prevent undue crowding of the Chief Executive.

Mrs. Wilson preceded her husband to the Capitol. She was accompanied by Ambassador Walter Hines Page. They reached the elevator shaft at a time when the ticket holders, including members of Congress and their families, were hurrying upward to obtain seats in the gallery.

Was Not Recognized.

The President's wife was not recognized by many in the throng, and when she and the Ambassador entered the elevator it was fairly well filled. Others quickly entered and the capacity sign was not amiss.

The President's wife and her escort, however, appeared to enjoy the crowding and jostling and they smilingly emerged from the car after the short journey of two floors.

The President came a few moments later and he, too, participated in an old-fashioned elevator rush. Several members of Congress and gallery ticket holders were requested to step out of the elevator in order to make room for the President and the Secret Service men. Others members of the President's party, including White House correspondents, came up on a later elevator.

Made It Comfortable.

The Capitol elevator man and the police made it as comfortable as possible for the President, but for a moment or so he underwent some of the crowding that comes every day to elevator users in big office buildings. The President traveled only one floor on the House car, entering the Speaker's lobby, from which place he went upon the floor of the House to deliver the message.

The joint committee named by the Senate and House receives the President in the Speaker's room, consequently there was no Capitol escort at the bottom of the elevator shaft. This spot is roped off except to holders of tickets, but there was such a rush to the galleries yesterday that members and ticket holders jammed the elevators just about the time the President's party suddenly arrived and waited to be whisked upward.

CHAPAWOMSIK ROAD BIDS ARE OPENED

Public Roads Office to Rebuild
Swamp Stretch.

The office of public roads of the Department of Agriculture, has opened bids for construction of 3.7 miles of a "sand-clay" road through the Chapawomsi Swamp, in Prince William county, Va.

This is on the Chapawomsi road from Richmond to Washington, which is practically impassable to traffic in certain sections. The "sand-clay" type of road is in the nature of an experiment of the office of public roads in an effort to get a good type of road for a swampy section.

The section directly south of Quantico Creek is the worst on the whole Richmond-Washington line, and its repair is believed to preface a much improved automobile route between the two cities.

About \$20,000 is available for the construction of the "sand-clay" section. It is to be graded and surfaced with the natural sand-clay material.

Washington Studio Girl Is Winner of \$1,000 Prize for American Designed Gown

Miss Dorothy Dent Saw Article
in The Times Telling of the
Offer.

MCKINLEY HIGH GRADUATE

Novel Painted Fabric of Artist's
Own Invention Pleased
Chicago Judges.

Miss Dorothy Dent, Washington society girl and artist, is winner of a \$1,000 prize offered by Commodore James A. Pugh, of Chicago, for the best American designed evening gown.

Miss Dent today exhibited a telegram informing her of the good news. This telegram reads:

"Your gown won the \$1,000 prize in Commodore James A. Pugh's contest. Congratulations. Where shall we send you check?"

"JAMES A. PUGH."

"I designed the gown when I saw an article about the offer in The Washington Times," said Miss Dent. "I had just returned from New York, where I recently opened a studio, and my father laughingly called my attention to The Times' story, and told me I'd better go after that prize."

"I said I would, and I started to work on a gown. I had had some experience in designing gowns, and sold a number through a Washington modiste, and I also had been taking orders for painted fabrics in New York."

The article referred to was printed in The Times magazine page on July 11. It told of the offer of Commodore Pugh to give \$1,000 prizes to the three persons who designed the best American-made suit, afternoon gown and evening gown.

Originated Own Method.

Though Miss Dent has designed gowns, she made her start in art by illuminating trays or "plateaus" which have been on exhibition in the window of a Washington modiste.

She also has done much work in illuminating parchments. "I originated a method of painting on chiffon, net, tulle and other evening gown fabrics metallic effects, especially that of giving a silver lace effect. I think that is one thing that helped me win this prize."

The only condition Commodore Pugh made in his contest was that the competitors must be American, by birth or naturalization, and that the gowns must be of materials not to cost more than \$25 wholesale. He desired to prove that Americans could design artistic gowns, and that these could be made at low cost.

Live models wore the costumes and they were judged by a group of Chicago society women.

Miss Dent gave the following description of her prize winning gown: "It had an underskirt of turquoise blue net, patterned in silver, an overskirt of orchid scintillating net, trimmed with Luxor satin ribbon in turquoise blue tints, and narrow velvet ribbons in orchid shades."

"The bodice was painted, pale orchid, faille silk, and trimmed with turquoise blue ribbon, falling across the shoulder to the belt line."

Had Studio in New York.

Miss Dent is the daughter of Mr. and Mrs. Albert Barbour Dent, of 906 A street southeast. Mr. Dent is with the Washington Loan and Trust Company, and is a former president of the National Genealogical Society.

Miss Dent is widely known among younger society girls of Washington. She attended the McKinley Manual Training School, taking a special art course, then went to the School of Industrial Art in Philadelphia. She won a scholarship for a second year, and after completing that she went to the School of Design for Women in Philadelphia.

Last winter Miss Dent had a studio in New York at 34 West Thirty-ninth street. This summer she has been in Washington. She has had several pictures hung in water color exhibits at the Corcoran Art Gallery. She intends taking up interior decoration and landscape gardening.



MISS DOROTHY DENT.

—Photo by Buck.

ADMIRALTY DISPELS SEA FIGHT RUMOR

Statement Denies Big Engagement
In the North Sea.

LONDON, Aug. 30.—An admiralty announcement has put an end to rumors of a naval battle which almost gained the proportions of the reports of Russian troops in England in the first year of the war.

The report spread throughout the country. A Plymouth correspondent writes that the port was agog with the story of another Trafalgar in the North Sea, in which, though with heavy loss, the entire German battle fleet was accounted for. The rumor grew in dimensions, the leading ships that the British lost were even named, and thousands were thrown into a state of anxiety for relatives. A city square was thronged with people of all classes anxiously watching newspaper offices for official telegrams.

It is alleged that relatives of some seamen in the fleet received telegrams stating all was well, but this is considered a flimsy foundation for a rumor so general and persistent.

Willing.

An English milkman had just finished his morning's round, and was returning home as he was addressed by an enlisting sergeant. "Well, my man," said the sergeant, "would you like to serve the King? It would be the making of you." "That I would," said the milkman, very excited. "How much does he take a day?" Christian Register.

RAILWAY EQUIPMENT EXPORTS DOUBLED

\$75,000,000 Is Value Placed Upon
Materials in Fiscal Year.

RAILWAY materials and equipment valued at \$75,000,000 were exported from the United States during the last fiscal year. This aggregate is more than double the value placed upon this class in 1915. The figures were just made public by the Bureau of Foreign and Domestic Commerce of the Department of Commerce.

Before the outbreak of the European war Canada and Cuba were the foremost markets for this country's freight cars; Cuba, Canada, and Brazil, the largest markets for its exported locomotives, and Canada, Australia, Japan, Brazil, Argentina and Cuba the leading markets for its steel rails.

At present the United States is sending unusual quantities of freight cars and other supplies to Russia, and important consignments are also going to France and Spain.

The Will to Do.

Jim Smith was notoriously slow pay. He owed quite a bill at the grocery for pork. One day, as his credit was becoming strained, he walked calmly into the grocery and said: "Mr. Black, I want to pay you for the pork I have had, and I want some more." "Certainly," said the delighted proprietor, as he hastened to wait on his customer. Taking the package of pork, Jim Smith started to go. "Wait a minute," said the proprietor. "I thought you wanted to pay for the pork." "I do," remarked Jim, as he resumed his homeward way, "but I can't." Christian Herald.

WARDEN SAYS FAY HAD OUTSIDE HELP

Escaped German Conspirator
Took Survey of Country Before
Fleeing.

ATLANTA, Aug. 30.—Warden Zerket, of the Federal penitentiary, is confident Robert Fay, the German conspirator, sentenced for eight years, following his conviction in New York on charges of conspiracy to destroy vessels and cargoes, had outside help in making his escape yesterday.

Everything points to a carefully laid plan, the warden says, in which the conspirators were prepared for the escape at every point.

Fay escaped in company with William Knoblock, under eighteen months sentence for using the mails to defraud, and the last time the two were seen in their blue overalls or prison garb, was by a milkman as they were going through the woods toward the Southern railway line operating between Atlanta and Jacksonville.

No clue has been found as to the two escapes, and Warden Zerket believes citizens' clothing had been secured for them. And the probability is they boarded a passing train.

Fay and Knoblock were employed in the electrical department of the prison, and passed the guards, who were ordered to fix an arc light near the warden's home about 300 yards outside the prison walls. They went up the pole, took a survey of the country around, came down and walked off through the woods.

Fay had been in this country about six months when convicted. He is thirty-five years old, but looks to be about thirty. He is of medium build, five feet ten and three-quarter inches in height, weighs 165 pounds, has light brown hair, blue eyes, fair complexion, and when he escaped was wearing a mustache.

He is slightly bald, and has a spot on top of his head. He is a mechanical engineer.

Knoblock was convicted in Baltimore and was sent to Atlanta Prison on May 9, 1916, for eighteen months. He is a native of New York. His father is a native of Germany and his mother of New York.

He is five feet six and three-quarter inches in height, with a slight stoop. He weighs 165 pounds, has dark brown hair, blue eyes, and dark complexion. He is an electrical engineer. When he escaped he wore a mustache. He has a criminal record at Auburn.

Fay's Escape Not Yet Reported Officially

The escape of Fay has not yet been officially brought to the attention of the Department of Justice. At the department this morning it was said that the superintendent of prisons, when the case came through official channels to the attention of the department, would take steps to apprehend the escaped convict.

At the office of the superintendent of prisons, however, it was said that no notice of Fay's escape, other than that contained in newspaper reports, had reached the office. So soon as the warden at Atlanta notifies the superintendent, the latter, as in all cases of escaped convicts, will circulate the country and offer rewards for Fay's capture.

Bridge Tender Killed By Fall From Ladder

George Callahan, employed by the Southern Railway as a bridge tender, was killed as the result of a fall from a ladder on the bridge at the foot of Fourteenth street last night. His skull was fractured.

The body was taken to the morgue, and the coroner notified. Callahan was forty-eight years old. His home is at 25 Linworth place southwest.

German Bomb Plotter Who Fled Penitentiary



LIEUT. ROBERT FAY.

MEXICO TO CONTROL CATHOLIC CHURCHES

MEXICO CITY, Aug. 30.—General Carranza, in a decree made public today, announced the nationalization of property of the Catholic Church in Mexico.

The churches will be nominally controlled by the clergy. The government, however, reserves the right to police them and prevent them from being used for any purposes other than prescribed by law. The government also reserves the right to discontinue their use as a place of worship after one year's service.

In taking this step the first chief declared he was only reviving the decree promulgated in 1909. The new order involves all property nationalized under the Juarez law and loaned to the Catholic Church or other religious bodies or ceded after the promulgation of the decree.

The department of finance will take charge of the property and see that it is cared for. The department of government will control the opening of new churches.

Only the chief executive of the republic is empowered by the decree to decree the use of Catholic property for any public service. This provision was made to prevent local municipal officers from invading church property.

The local municipal authorities are specifically warned not to transgress.

Notre Dame Alumnae Is Entertained Here

The program arranged today for the 200 visiting alumnae of Notre Dame Academy, who are being entertained here this week by Trinity College, consists of a sight-seeing tour to include the White House, Treasury, Corcoran Art Gallery, Memorial Continental Hall, and the State War and Navy Building. The entertainment of the guests will be concluded with a banquet at Trinity College at 1 o'clock Sunday.

RELIEF MOVEMENT IS STARTED IN U. S.

Plans have just been completed by the American Relief Committee whereby opportunity is offered the American people to contribute toward the support of the suffering non-combatants of Germany. The American Relief Committee is an all-American organization, with offices at 13 Park Row, New York city.

According to the latest available figures there are something like 400,000 German widows in Germany at present.

The German Government allows these widows a sum of \$10 a month, with \$1.50 additional for every child. This, in times of peace, is too small an amount to live on, and now that prices are high and food is scarce, living on this amount has become very nearly an impossibility.

Through the American Relief Committee, formed by members of the American colony in Berlin, it will be possible for the most needy widows to secure an allotment of \$10 per month from a fund supplied by this committee. The money will be distributed through the Red Cross.

WIFE OF PARK POLICE OFFICER IMPROVES GREATLY WITH DRECO

Mrs. E. Carroll, of 1407 Ames
Place N. E., Washington,
D. C., Tells of Convin-
cing History.

When seen at her home recently Mrs. Carroll gave the following signed endorsement for Dreco, the Master Remedy:

"I had gastritis for years—could never enjoy a meal of anything I liked, for dread of the after-effects I knew would surely follow, and they always did! The sharpest sort of pains in the stomach, that doctors told me was gastritis, but they didn't seem able to relieve me even a little."

"I also had pains in the back and limbs, was constipated, didn't sleep properly at night, and got up as tired as when I retired. I was getting very nervous, too, and had a bad taste in my mouth all the time with coated tongue, etc. Right about there I started to take Dreco merely as an experiment. It showed results at once—and the more I took of it the better I became, till now I'm almost cured, and am on my sixth bottle, but you can believe me, my case was mighty stubborn and of long standing."

"My husband, exposed to all sorts of weather as he is in work, suffered from rheumatism and he has gotten complete relief from Dreco and insists that I add this to the statement of my case. I am only too glad to mention what it has done for me, as I feel it is a duty I owe to other sufferers from similar troubles, to help them get back to health again."

Dreco isn't a "cure-all," but really accomplishes wonderful results for those complaints for which it is intended. If you think it may help you—get a bottle today from the nearest O'Donnell Drug Store, or Bury's in Annapolis, or Allen's in Alexandria.—Adv't.



Which Are You?

Service is success.
Your competitor, Slow & Company, can buy and sell the same merchandise.
You must beat him on service.
Trade now—a day goes to Speed & Company.
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CHEVROLET MAKES GOOD ITS PROMISE

When the Chevrolet Motor Company first offered its Model "FOUR-NINETY" Touring Car to automobile dealers and to the public at the New York Show in January, 1915, with electric lights and starter, at the then sensational price of \$550, the management stated frankly that the name "FOUR-NINETY" really meant something and that, whenever the company's manufacturing facilities and production justified it, the price on this car, electrically equipped, should be \$490.

Since the above date, the Chevrolet Company has completed the best motor plant in this country; has built and equipped an up-to-the-minute axle plant; has acquired a complete transmission plant, and has in operation seven large assembling plants. The Chevrolet Company has now reached a volume of production which enables it to make good its original promise.

We are pleased to advise that the 1917 contracts, which are now going out to Chevrolet dealers, present the Model "FOUR-NINETY" to the public at \$490, fully equipped, with a standard, two-unit electric lighting and starting system built into the car.

THIS MAKES THE MODEL "FOUR-NINETY" THE LOWEST-PRICED ELECTRICALLY LIGHTED AND STARTED AUTOMOBILE IN THE MARKET TODAY.

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